

CALIFORNIA'S HIGH-SPEED RAIL SYSTEM

Railway Association of
Southern California

February 14, 2012



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CALIFORNIA HIGH-SPEED TRAIN

STATE'S LARGEST PUBLIC INFRASTRUCTURE PROJECT

- First phase of 520 miles; 800 miles when full system is realized
- Operating speeds up to 220 mph; 90-125 mph in urban areas
- 100% clean electric power
- Safely grade-separated
- Reliable, easy way to travel
- Creates jobs/strengthens economy



WHY WE NEED IT

Status quo is not an option

- Relying on 20th century solutions to 21st century problems simply is not good enough
- The population of California is expected to grow from 38 million people today to 60 million by 2050
- The demands created by this projected growth mean that without a creative alternative, we would need to build an additional 2,300 lane-miles of highways, 4 more runways, and an additional 115 airline gates
- These costs could be as high as \$171 billion and will result in loss of economic productivity due to lengthening commutes, a diminishing quality of life due to lost hours sitting in traffic, and poorer air quality because of increased exhaust emissions



JOBS

- 100,000 jobs next five years for initial construction
- 1.2-1.4 million jobs over 20 years for Phase 1 construction
- 4,500 permanent operations jobs
- 100,000-450,000 new non-HSR permanent jobs by 2040



ADVANTAGE HSR

	\$78 – 98 billion	\$171 billion
	HSR	Business as Usual
Cost	✓	
Job creation – construction, permanent O&M, indirect	✓	✓
Private investment	✓	
Reduced auto use	✓	
Air quality improvement	✓	
Transit-oriented development	✓	
Feasibility	✓	
Safety	✓	
Reduced oil consumption	✓	
Travel time savings	✓	
Operations & maintenance costs	✓	

2011 DRAFT BUSINESS PLAN

What's changed since 2009?

- Better information on site conditions, alignments and potential impacts
- Update of capital costs and extension of planned schedule
- Definition of a phased development strategy
- Collaboration with regional rail partners and incorporation of a “blended approach” to urban areas
- Business model defined
- Independent peer reviews confirmed ridership model

RIDERSHIP

- Ridership re-evaluated and peer-reviewed
- Conservative assumptions
 - Lower than official state population projections
 - Gas price at \$3.80 / gallon
 - SF / LA airfare at \$95 one-way
- Reduced by 15% for planning purposes
- Ramp-up of ridership over 5 years

CURRENT PUBLIC FUNDING SUMMARY

FUNDING SOURCE	AWARD	STATE MATCH	TOTAL
ARRA Jan. 2010	\$1.85 billion	\$1.85 billion	\$3.7 billion
HSIPR Federal FY 10-11 Oct. 2010	\$715 million	\$306 million	\$1.02 billion
ARRA Dec. 2010	\$616 million	\$616 million	\$1.234 billion
ARRA May 2011	\$300 million	\$75 million	\$375 million



Approximately \$6.3 billion is available for initial construction

FIRST PASSENGER TRAINS BUILDING OUTWARD NORTH/SOUTH

Must expand initial construction into an "Initial Operating Section"

- Will require additional track built north and south of the Central Valley

Top EIR priority

- Fresno-Bakersfield
- Merced-Fresno

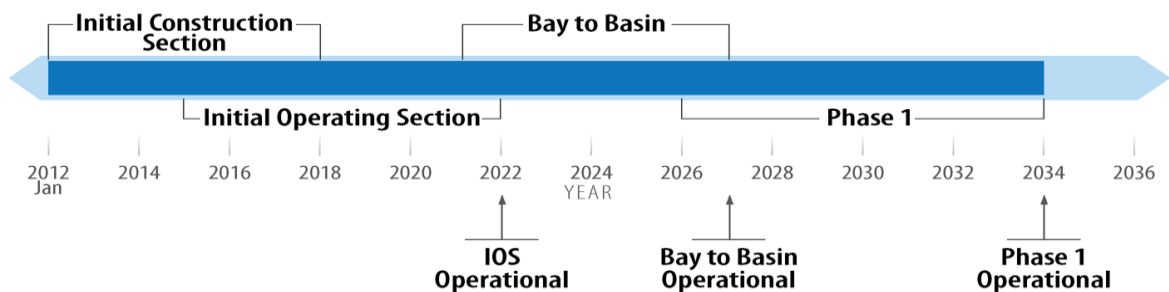
Next priority

- San Jose-Merced
- Bakersfield-Palmdale
- Palmdale-Los Angeles

Initial Operating Section plans to be reviewed by Legislature



CONSTRUCTION COSTS AND SCHEDULE



\$ billions	ICS	IOS	Bay to Basin	Phase 1 - Blended Operations	Phase 1 / Full HSR
2010 \$	\$5.2	\$21.4	\$14.2	\$14.1	\$10.5
Cumulative	\$5.2	\$26.6	\$40.8	\$54.9	\$65.4
YOE \$	\$6.0	\$27.2	\$21.5	\$23.9	\$19.9
Cumulative	\$6.0	\$33.2	\$54.7	\$78.6	\$98.5

BUSINESS MODEL

Governance



PUBLIC

- Ownership
- Safety/standards
- Contract supervision
- Other government agreements
- Right of way
- Environmental approvals

Infrastructure Delivery



PRIVATE

- Signals & system integration
- Superstructure construction
- Substructure construction
- Build stations & depots

Infrastructure Operations



PRIVATE

- Train dispatch/signaling
- Infrastructure maintenance and renewal
- Power provision
- Station O&M

Train Operations



PRIVATE

- Passenger service
- Vehicle maintenance
- Vehicle procurement

SMALL BUSINESS

SMALL BUSINESSES ARE THE BACKBONE OF CALIFORNIA'S ECONOMY



Goals

- 25 percent participation by certified small businesses (SBE)
- 3 percent Disabled Veterans Business Enterprise (DVBE)
- Extensive outreach to all SBEs, including minority- and women-owned businesses

Expectations

- Prime contractors to network with small businesses
- International consortia to localize with California businesses
- Procurement format selected to foster small business participation



WHAT'S NEXT?

- Public review and comment
- Funding Plan approval
- Public meeting(s)
- Legislative Hearings
- Finalize and release Business Plan

STRONG SUPPORT



"Within 25 years, our goal is to give 80 percent of Americans access to high-speed rail. This could allow you to go places in half the time it takes to travel by car. ... As we speak, routes in California and the Midwest are already underway."

United States President Barack Obama



"High-speed rail, long ignored in this country, can provide Americans with an efficient, effective and environmentally friendly transportation alternative, as it does in other nations around the world."

*Representative John Mica, Chairman of the
House Transportation and Infrastructure Committee*



"The High-Speed Rail Authority's business plan is solid and lays the foundation for a 21st Century transportation system."

California Governor Jerry Brown

A SOUTHERN CALIFORNIA ACTION PLAN

- Prioritize connectivity from Bakersfield (Central Valley) into the Southern California Basin (Palmdale/San Fernando Valley/LAUS)
- Brought all operators to the table (Amtrak, Caltrans, Metrolink, BNSF etc.) to work on streamlined schedules and express connections to HSR
- Develop “phased implementation” strategy
- Station area planning is happening now
- Committed to completion of EIR work for all sections (Palmdale-LA, LA-Anaheim, LA-SD)

PALMDALE TO LOS ANGELES

Sylmar to Palmdale

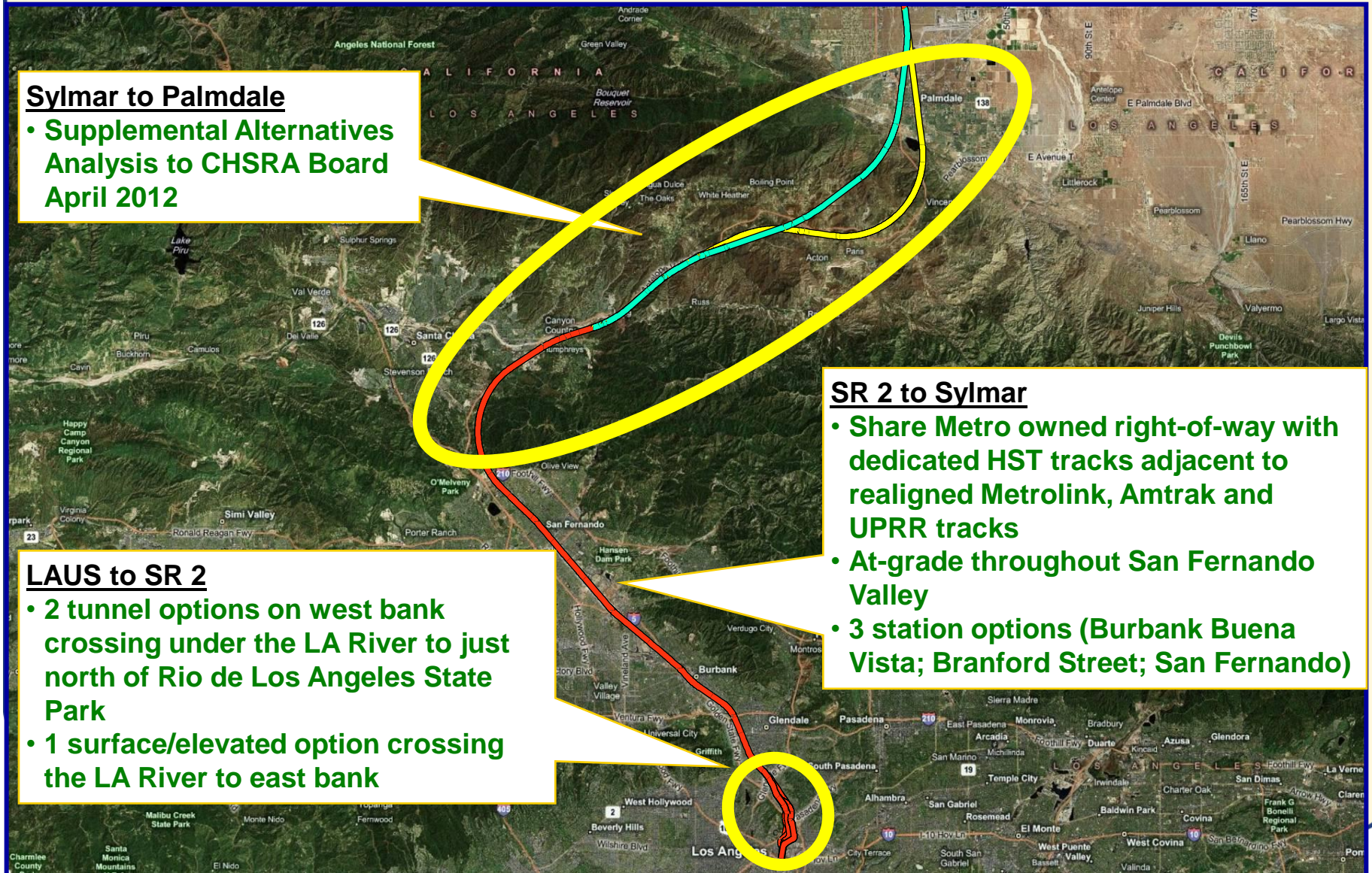
- Supplemental Alternatives Analysis to CHSRA Board April 2012

SR 2 to Sylmar

- Share Metro owned right-of-way with dedicated HST tracks adjacent to realigned Metrolink, Amtrak and UPRR tracks
- At-grade throughout San Fernando Valley
- 3 station options (Burbank Buena Vista; Branford Street; San Fernando)

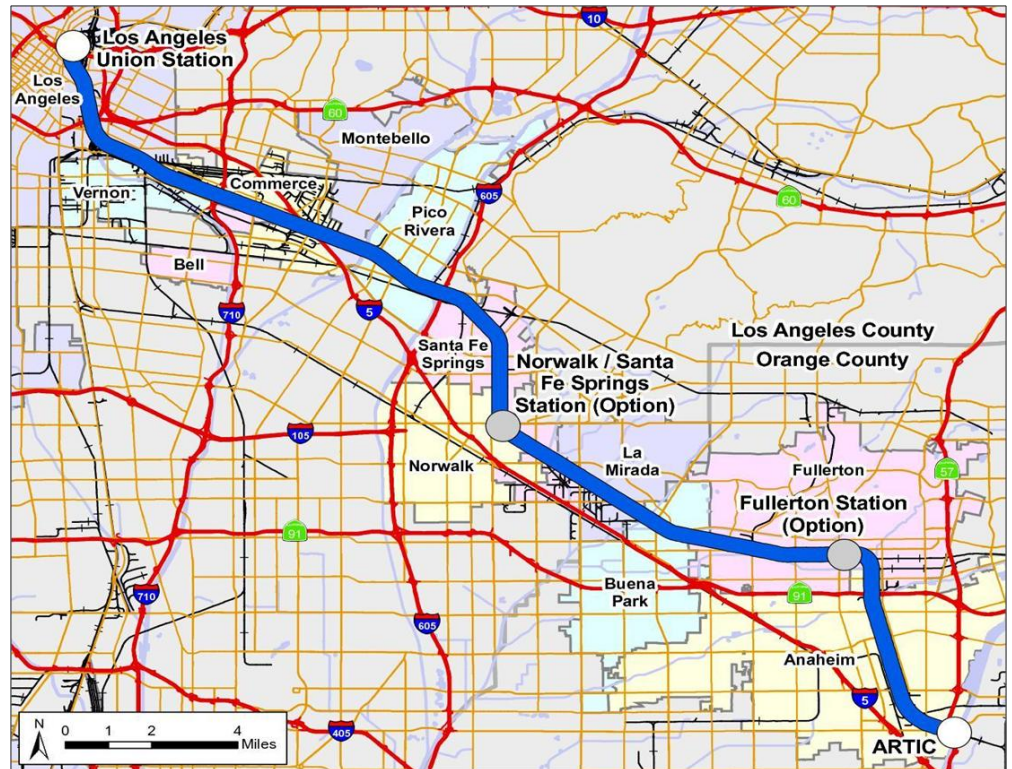
LAUS to SR 2

- 2 tunnel options on west bank crossing under the LA River to just north of Rio de Los Angeles State Park
- 1 surface/elevated option crossing the LA River to east bank



LOS ANGELES TO ANAHEIM

- Uses the existing LA-San Diego (LOSSAN) Passenger Rail Corridor
- Grade separations at rail and road interfaces
- Studying dedicated and shared track alternatives plus option within each for phased implementation
- Operating speed of up to 110 mph between Los Angeles and Anaheim
- HSR Travel time from LA to Anaheim estimated at 25 minutes



LOS ANGELES TO SAN DIEGO

Alternatives Analysis Update

- Reduced 500 miles of alternatives to 290 miles
- Reduced station candidates to 13
- Recommended withdrawal of alignments for utilizing UPRR ROW or immediately adjacent to UPRR



STAYING UP TO SPEED

Contact Info

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